



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

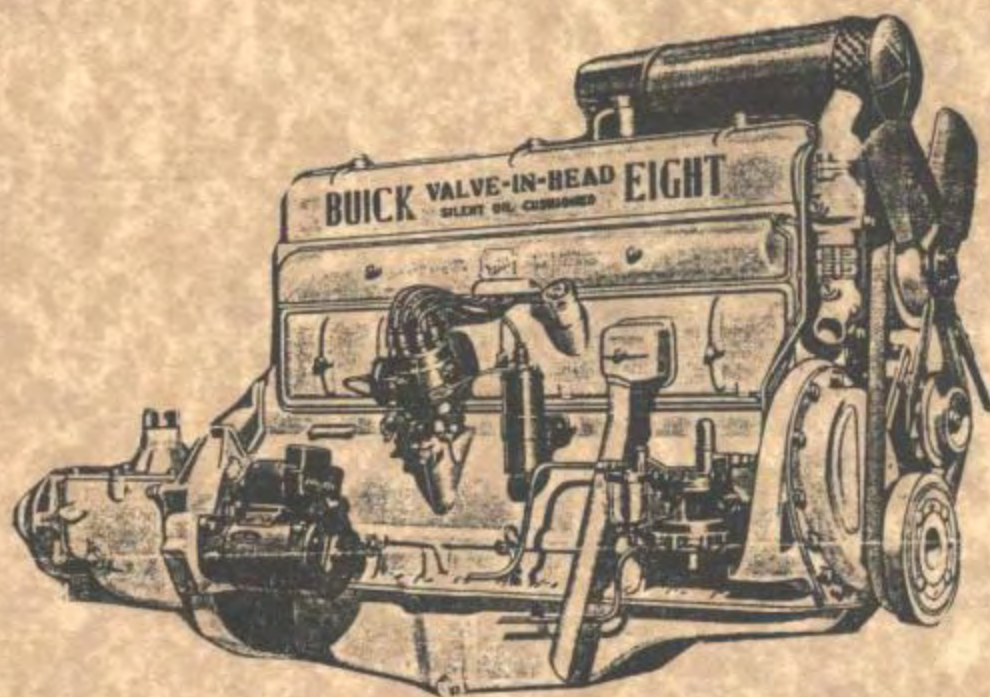
-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IV • Number 4



THE TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV • January 1986 • NO. 4

I suppose you noticed that the last issue was mailed in an envelope. Some of you also may have noticed that you got an address label again instead of hand scribbling. This is the result of: (1) the kindness of Stephen Weinstein (#532) of San Luis Obispo, California; and (2) the crudeness and brutality of the Columbus-area Postal Service. The original label-maker, a fellow in Springfield, Illinois employed by Dave Lewis at the beginning of the Club, became increasingly unreliable and finally just disappeared. For a while, I was compelled thus to write the addresses by hand, a task that is, to put it mildly, for the birds. (Try printing 250-300 names and addresses. Try even 50!) At the same time, I began receiving complaints (or, more precisely, advice), as well as physical evidence, that the Postal Service was blasting huge black cancellations all over my nice cover photos, as well as some general chewing and shredding of the copies.

Steve volunteered to do the address labels on his computer. This has taken a little time to get into place, since the initial program would not handle more than a hundred names. However, we hope that with this issue and subsequent issues the process will smooth out. I am very grateful to Steve for providing this valuable assistance, and for struggling with the initial difficulties.

Relief from the previous expense of having the labels made allowed me to fit the cost of envelopes into the budget. (They are relatively inexpensive to buy and print -- about \$75 per 1,000 -- when this is done in bulk.) I like the envelopes because, in addition to preserving the magazine on its perilous journey through the mails, they permit a more interesting and attractive cover design. I hope you all agree.

— Bill

COVER CAR

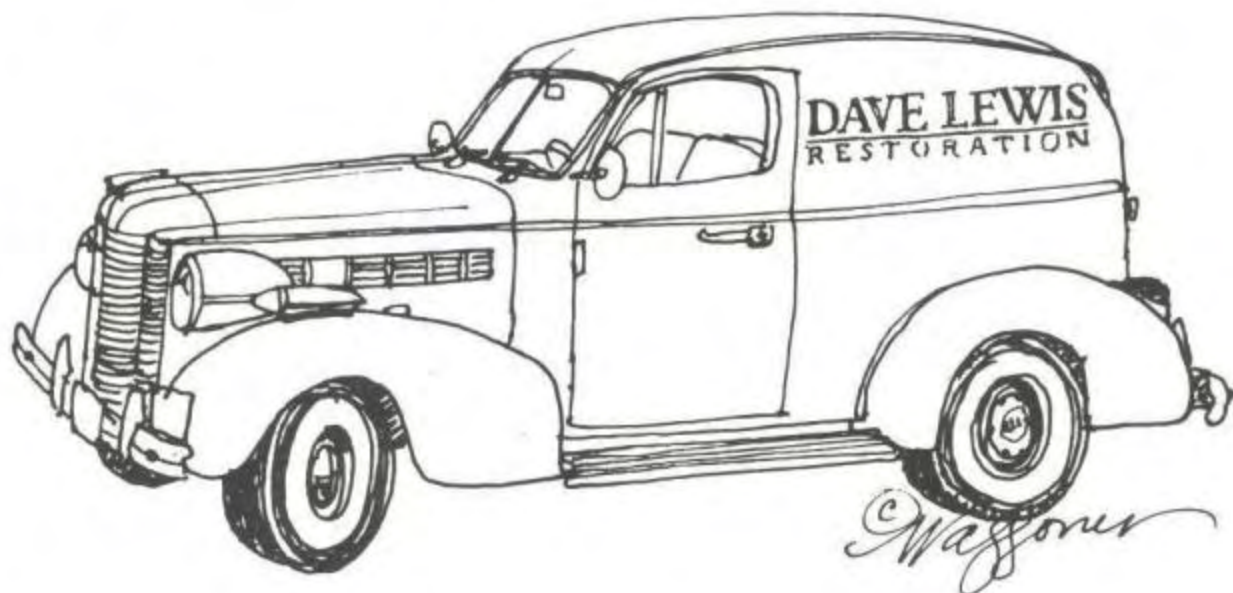
A very nice-looking 1938 Special convertible coupe owned by Art Sommers (#464) of Brick Town, New Jersey. (We are not trying to be picky, Art, but members should note that the antenna is not "authentic", although I daresay it works better than the original.)

• **FOUNDED BY DAVE LEWIS** •

• **William E. Olson, Editor** •

• **842 Mission Hills Lane, Worthington, Ohio 43085** •

Dug's Doodles



This shows an actual delivery truck that Dave made to go to Hershey in. In the back he had a bed, a beer cooler, a TV, and some other stuff he didn't tell his wife about. But when he got there, some guy just HAD to have it, so he sold the whole thing and came home on the Greyhound Bus. I understand the guy put a gas oven in it, and uses it to deliver pizzas in Florida.

NEW MEMBERS

John Semgreen (#560)
P.O.Box 5
Jamnin
Queensland 4702
AUSTRALIA
'38 40

Randy Dozier (#561)
5829 Beauregard Drive
Nashville, TN 37215
615/385-1442
'38 41

Jack Remesoff (#562)
Box 1780
Camrose
Alberta T4V 1X7
CANADA
403/672-4722
'38 41 McLaughlin

Bill McFerrin (#563)
420 Curtis
Council Bluffs, IA 51501
712/328-7552
'38 44

Robert Cotant (#564)
7203 Whispering Pines Drive
Shreveport, LA 71129
318/688-1250
'38 61

Steve Nathanson (#565)
339 Westcliffe Circle
Walnut Creek, CA 94596
415/947-6711
'38 41

Sal Biagini (#566)
91-59 111th Street
Richmond Hill, NY 11418
718/847-5869
'37 40C

Robert Trueax (#351)
285 Fairway Drive
Danville, CA 94526
415/837-0789
'38 66C '38 61
(welcome back, Bob!)

Robert Brancato (#567)
46 Las Moradas
San Pablo, CA 94806
415/236-5572
'37 90

Rick Sherman (#568)
13715 42nd Ave. South
Seattle, WA 98168

'37 40CX '37 46
'37 80C '38 61X

NEW ADDRESS

Scott Peck (#318)
3995 S. Sheri Way
Salt Lake City, UT 84120

Douglas Croll (#445)
24779 Fairview Avenue
Hayward, CA 94542

My Brother's **BUICK**



by Doug Nelson • Salem, Oregon

The first time I saw my brother Marshall's award-winning 1937 80-C about 10 years ago, it was a far cry from the car it has become today. We were on a trip to central Washington visiting a fellow car collector. He had acquired this car and a twin sister from another collector in Montana, and had great plans to restore both cars. We were informed that neither car was for sale and never would be. Being the patient fellows that we are, we waited, because we knew this guy never finishes anything he starts, old car-wise. Several years went by and we heard through the old car grapevine that the twin sister had been sold and the "good" one was available. A price was agreed upon and my brother became the proud owner of a "one-third" restored and extremely solid automobile.

The body and doors had been painted a beautiful dark red (not the original color) and the chassis had been cleaned and painted black. We believe the car must have been a well-taken-care-of, low-mileage vehicle. Not a piece of wood had to be replaced and there was no rust at all. Since the color was done so nicely on the body we decided to leave it alone and finish the car in the same color with matching interior in red leather. Interestingly, the original interior was all intact but shabby, and was entirely of a mousy grey cloth. While leather was the standard interior for the 80-C, I understand they could be special-ordered with cloth. So, why not "special-order" the car color and match the original leather?

(CONTINUED)

Marshall decided to finish the car in time to drive to Los Angeles for the 1985 Buick National Meet in July. It took about 13 months to complete the car once he made a serious commitment in time and money. I won't bore you with the details of restoration but he got a lot of help professionally and from friends. It all came together in time to drive 900 miles to LA with friend Bob Pipkin and family and other friends, driving a '38 Century and '51 Woody, respectively.

The trip south to LA from Salem, Oregon was freeway almost the entire route. The '37 80-C was an absolute pleasure to drive and performed flawlessly all the way. It was like we had purchased a new car in 1937 and drove cross country on a maiden voyage. Touring with a beautifully-restored '38 Century helped complete the illusion. Arriving in LA on July 3, the temperature was 109°. The car was hot but did not boil over until we had to stop in downtown LA at a stop street. I think it said something like "enough is enough; give me cool water and a rest." I cannot say enough about how this car performed in heavy freeway traffic at 109° after coming 900 miles in two days.

At the meet we spent the first two days cleaning bug splatters and road grime off the car and doing a lot of final touch-up. This was our first competition at a national meet and we were green to say the least. The help and advice given us by fellow Buick enthusiasts at the meet was greatly appreciated. We felt we had a chance to place, but first place really made the whole effort worth it.

Touring home we drove up the California coast at a leisurely pace, with several overnight stops at interesting places. Perhaps the most enjoyable stop was in the small town of Ferndale in northern California. This town has been preserved in a turn-of-the-century atmosphere. Any new buildings constructed at this time must be done in the Old Style. We had a great time shopping and snapping pictures. Ferndale is about 5 miles off of Highway 101.

Upon return to Oregon we again cleaned the bug splatters off the car and entered it in the Corvallis, Oregon Concours D'Elegance. Against a large field of many makes of special interest cars 1928-1942, the '37 80-C took first place. The trophies were fun, but the real awards were in showing people what a gorgeous car Buick produced in 1937. Now if I can find time to work on my '38 66-C....



Most of you know by now that more than once Doug Nelson (#051) has lifted an issue of this rag from mediocrity into something special with his terrific stories and photos. Some of the latter, showing scenes you'd swear were out of a 47-year-old photo album, led me to dub Doug the Master of Illusion. The scenes here are no exception. The Bank of America branch in Ferndale is not 1930's architecture by a long shot -- sort of a neo-classic bankers' special abbreviated to one story -- but the whole looks very authentic nevertheless. In fact, the 80C might even be a "get-away car"!

While Doug was busy with pen and camera, and tooling around the Northwest in his '38 66S, brother Marshall was busy with the 80C, quietly creating a real showpiece that he's not afraid to drive. And I suspect strongly that another of the Club's stalwarts and the third member of the Salem Triumvirate, Bob Pipkin, had a big part in the creation.

Continued

At the risk of boring the knowledgeable, I will note for the benefit of those new to the '37-'38 fraternity that (as you can see in the photos) the 1937 80C is the only 1937 or 1938 Buick that does not have "suicide" rear doors: the rear doors are hinged on the center pillar. For many years, convertible sedans had been made that way, although closed four-door bodies had rear doors hinged at the back. In 1937, Buick brought forth its first all-steel Fisher bodies in the 40 and 60 series, but the Roadmasters and Limiteds continued the older-style wood-framed bodies of 1936. Thus the 1936-style door arrangement on the '37 80C, and Doug's reference to "wood." By 1938, all-steel bodies had been engineered for the larger cars. Roadmasters and Limiteds for '38 are noticeably different from '37's (and more "modern") aft of the cowl, and the '38 80C has rear doors hinged at the back.

Applause and congratulations to the Nelsons (and to Mr. Pipkin). We are proud of you all.



Marshall Nelson's 1937 80C outside Bank of America in historic Ferndale, California; the only pale green and white bank I have ever seen, but that's California!



Bob Pipkin's 1938 67 and Doug Nelson's 1938 66S parked by the roadside while owners go into the bushes on unexplained business.



Another one of Doug's Life-Size Dioramas. Check that Coca-Cola Coola; it may be worth more than the car.

JAY GLASS : Buying a Used Car

More than one year ago (in Vol. III, Issue 1, to be exact) I printed a letter from H. J. Glass (#111) of Denver, Colorado, one of my favorite places. Among other things, "Jay" cautioned your Editor -- then a rank novice -- against too much social chatter and -- to use Jay's timeless phrase -- "administrative droning." I immediately appointed Jay the Official Conscience of the Club, to haul me up short if I were to violate those injunctions. Although there has been both chatter and droning, the Conscience has mercifully not complained. Believe me, friends, the mere thought that out there in the Mile-High City, the Wrath of Glass is ready to be unleashed, to streak across the Plains and the Cornfields (it's downhill all the way, you know) and blast the pencil from my hand, has kept me in some measure of control.

Jay also promised, back in 1984, to put his "money where his mouth is" and send me some printable material. I waited. And waited. Late in September 1985, the weather moved calmly enough across Utah, Nevada and the Western Slope of the Rockies, then dumped a foot or so of snow on the Front Range and whistled off across the High Plains. I imagine the snow never did leave Beartooth Pass this year. This sudden end to autumn sent Jay indoors to his typewriter, and here is his story, which I have subtitled "Buying a Used Car - Part 2." In truth, I liked his transmittal letter so much I have given you that, too, plus a few photos. And, although Jay invited deletions, I have done nothing save a 10% reduction in type size: the whole is "vintage" Jay Glass and thus worth preserving in its original state. Thanks, Jay. Perhaps another year will bring us the story behind the 1937 two-door Century that is always in someone's way.

Dear Bill:

As I carry out this long promised (threatened?) action, our first snow of the season is in progress, and everything outside is taking on that white color. We shouldn't complain - we did have Fall, one day the first of the week, right after the warm weather.

I'll take the opportunity to compliment you again on the continuing high quality of the Torque Tube, and your dedication to the task of producing it. Let me also inject myself into another area of interest in that I too am a steam railroad fan, having been actively involved as a model railroader (HO) and railfan/photographer in the 1938-41 period, and having returned to it as a hobby interest about 15 years ago when my son persuaded me.

But I digress - back to the Torque Tube. The wealth of technical information continues to amaze me. So many items have been published now that I either had to dig out somewhere, or decided to "trust my memory" from a rather cluttered head full of general observations so many years ago. I personally have to say that the decoration in the 1938 front bumper medallion is entirely black so far as I know (no red), but there are always exceptions to every kind of rule.

Regarding my enclosed article submitted for publication if you choose, I am disappointed that it ran longer than I anticipated. I had hoped to give it to you "camera ready" to save you some effort, but I will authorize you to edit it for any reduction if you so desire. Some black and white prints are also enclosed to use with the article if you wish. Since I know that you, too, are of the "slantback" or "Streamline" persuasion, I'm also enclosing a few color prints which you may like to see. The large copy is of course the handbill for the auction in my story, just to document that truth is stranger than fiction, or "How could anyone make up a story that ridiculous?"

I'd like to get on with the restoration of my 37-68, but that will have to wait in deference to projects (car and other) with higher priority. So far the effort has been devoted entirely to the gathering of needed parts, and moving the Century around to get it out of someone's way, for one reason or another.

By the way, if you can tell enough from the color photo, my '38 dash and garnish mouldings were refinished as carefully as possible to duplicate the original, which was too poor to use as is. My judgment (artistic taste?) dictated that they should be done in a slightly darker shade on the presumption that they had suffered some sun fading. The results are pleasing, at least to me.

Regards,

H. J. Glass
H. J. Glass



1938 SPECIAL

ON THE SUBJECT OF ACQUIRING A VINTAGE BUICK

It has been truly interesting to read the stories of many of my fellow members of the 1937-38 Buick Club, telling their longtime relationships with the marque, and in some instances with a specific car. I'm afraid I sprang forth from a heritage essentially devoid of Buick ownership, not that I was unaware of the product even in the model years we most admire. I was, I suppose, born a car lover, but that's another story.

At any rate, after a goodly number of years indulging my deep feelings for the motorcar via ownership of numerous and various vehicles for everyday use, I surrendered to the call of the car collector hobby in the Spring of 1977. Beginning with study of the "Cars for Sale" ads in the Denver newspapers, and looking at collector cars available for purchase, I progressed (?) to attending auctions within a short radius from Denver. At one of the first there was a 1937 Model 41, far from a "creampuff" but driveable and restorable and appealing. However, I grew faint of heart and didn't bid on the car.

Advertising came to my attention for an auction June 4, 1977, sponsored by the Dust Bowl Antique and Classic Car Club at Walsh, Colorado - that has a kind of an attraction, since rural areas are known to harbor hidden automotive treasures. If you consult your Rand-McNallys you will find Walsh in the extreme southeastern corner of Colorado, some 275 miles from Denver. At that point in time, enthusiasm for the vintage cars was running fairly strong in our family, and the trip sounded like a fun outing, so off we went early on Saturday morning. Total preparation for the focal point of this adventure was my checkbook, a very modest tool kit in the trunk of my car, and an ancient tow rope. Our party was comprised of my wife and me, our then 4-months pregnant eldest daughter, and her husband (who is my stalwart partner in all things car restoration-wise).

The auction was fascinating and exciting, and possibly included a better assortment of interesting pre-war vehicles at modest prices than seen at any auction since. But one car especially caught our collective eye, a 1938 Buick Special 4-door of the fastback style, which wasn't listed in the promotional handout. Although I was at that time too naive to expect otherwise of a car in an auction, it ran under its own power and was driven across the auction block, as were most of the cars there. Without doubt it was love at first sight, and I bid, and bid again, and suddenly the car was mine. Well, it became mine after the settlement was made in the auctioneer's office.



It had now become well along in the afternoon on Saturday, and a return trip to Denver lay ahead. Well, the car did run, didn't it? However, a cautious test at low speed immediately raised questions about the brakes, so a local service station with a lift was found. The brakes were bled and rechecked, which provided sufficient reassurance to head for the open road.

About 15 miles west of Walsh, the Buick's radiator boiled over in a classic imitation of Old Faithful (as I recall, we found the temp gauge inoperative, disconnected at the block, in fact). So out came the tow rope, and we hitched up and proceeded in tow behind my car. There was little help to be had at the next town, Springfield, so the tandem rig headed north on US 287 to Lamar, where we found a service station with a suitable thermostat (we presumed this item to be source of the problem). But business at that crossroads locale was too brisk, and the changeout couldn't be promised for several hours. Even with summertime's longer daylight, nightfall would obviously overtake us long before we could get back to Denver. So we found a motel room and went to dinner. In time, the '38 was retrieved with its new thermostat, parked at the motel and locked up for safe-keeping, and all concerned repaired to quarters and eventually retired for the night.

An early morning call having seemed appropriate, we were all up for a prompt departure for Denver. But see the preceding paragraph - a prudent driver locks his ungaraged car upon parking for the night, doesn't he? However, we all know that GM cars of that vintage can be locked up completely by depressing the door buttons and holding down the outside door handles. This obviously presents a problem of re-entry when the only key delivered with the car unlocks the ignition but doesn't unlock the door. The reader should be spared the agony at this point in the story - the coathanger entry method worked amazingly fast, considering the pressure on the amateur practitioner in the chill morning air.

With a rather smooth running old car (the engine fairly purred, but the light of morning did produce some second thoughts about those tires, didn't it?), it should be a fairly easy trip to Denver, considering such an early start. Wrong! About 10 miles out of Lamar under its own power, the Buick did its geyser impersonation again. Out came the tow rope, and hitched up we took off with son-in-law Gerry at the wheel of the '38 and daughter Lise at his side. The Buick towed nicely around 50 MPH or so... till one of the weary rear tires blew. The spare from the Buick's trunk was mounted, and notwithstanding its obvious marginal condition we set forth again. Our pessimism was justified, and a second tire failure some 25 miles later necessitated a search in Wild Horse (yes, that's really a Colorado town) for a service station capable of repairing a tube. As hard as it is to believe in retrospect, the tow was resumed and completed to a few miles east of Denver on US 40, where the venerable tow rope parted after abrading through on a bumpy road repair detour. A discount store in a nearby suburban shopping center fortunately provided the answer in the form of a new Nylon tow rope.

The rest should sound easy (it really wasn't). Restoring the 38-47 was a challenge, but rewarding in many respects. Upon educating myself to the essential details from sources too numerous to list, we tackled obstacles including:

1. The Buick had no original wheels - all but one were 15" of unknown heritage, the 16" was '41 - '49 Buick. We learned 16" Buick wheels of that vintage aren't easy to find hereabouts. Neither are 1938 hubcaps, which were collected, mostly at swap meets, over a 4 year period.
2. The carburetor fitted on the car was Ford; a correct Stromberg AAV-1 was located after much searching, and installed. A starterator was ordered from an eastern supplier.
3. About half the bright metal mouldings were missing, and replacements came from sources ranging from Kansas to California. Front armrest cores came from Kansas. A steering wheel core (to replace the later model on the car) came from Massachusetts, for restoration by John Hohman in Michigan. The correct radio to fill that gaping cavity in the dash came from California.

But this isn't intended as a step-by-step chronicle of a restoration. The details would be too boring for the experienced restorer, too heart rending for others, perhaps too discouraging for the novice. For the record, the 38-47 made its official debut (in nearly restored form) at a parade in November 1983, in the company of many other cars from the local BCA chapter.

The photos illustrate our handsome Buick in its essentially complete restored form, repainted professionally in its original nitrocellulose lacquer - the color is Gainsborough Blue, set off by the optional red wheels. The car was professionally reupholstered (no choice, the interior was a waterstained rat's nest) in a taupe mohair. Added touches are the Guide spotlight and Guide fog lights of the authentic vintage. We love it! Incidentally, the two young lads visible in the left rear door window are Lise and Gerry's - the younger one didn't have to make that trip in prenatal state, but he's very fond of Papa's old Buick, too.



* * * * *

I hope you can see the two youngsters -- one with 1930's cap -- in the back seat. And you will not fail to mark the mean-looking authentic spotlight. The light and the black tires give the car a sort of "official" look. In truth, if Jay were to put a big star and "SHERIFF" on the side, and don a pearl-gray Stetson, a black mustache and a set of shades, he could drive through Larimer Square and fool the tourists. This is one of the few restored cars I've seen without "wide-whites," but the more I look at it the better I like the black tires. Memory tells me that very few cars in the 1930's and 40's had whitewalls. My father wouldn't have dreamed of it: too expensive and -- more important -- too showy. White tires were for "sports," not honest, solid citizens. Jay's car looks very authentic and original. (In fact, whitewalls were standard on '37 and '38 Limiteds and all convertibles, but all others came with solid citizen black.) The photo with Jay's two grandsons would do justice to the Master of Illusion.



SHOWS & EVENTS

Cars & Parts

The Magazine Serving the Car Hobbyist

Amos Press Inc.

911 Vandemark Rd. P.O. Box 482

Sidney, Ohio 45367

Phone 513/498-2111

October 15, 1985

1937-1938 Buick Club
842 Mission Hills Lane
Worthington, OH 43085

Dear Car Club:

You're probably already aware that Cars & Parts magazine founded Springfield '85, a major car show and swap meet held at the gigantic Clark County fairgrounds, along Interstate 70, in Springfield, Ohio.

Results of our first show were very encouraging, and we are working hard to incorporate several innovative ideas to make Springfield '86 an even more appealing event. One of last year's features which everyone seemed to enjoy was the presence of the United States Camaro Club in an "event sharing" capacity. The USCC fielded some 100 Camaros in a special area we set aside for club activities, such as in-club judging, car-related games, membership recruitment, etc. The Springfield gathering proved to be a major national meet for the Camaro club, and members voiced plans to return in '86.

In '86 we plan to expand the "event sharing" theme by offering the same opportunity to other marque clubs, and your club is invited to participate either on a regional or national basis.

To accommodate marque club participation, we have set aside a separate area of the fairgrounds where clubs can park in organized groups, hold club functions, etc. In addition, we have a large building which we will set aside at no charge, for displaying club recruitment materials, newsletter projects, etc. There will be no charge for club display spaces, inside or out, although we must specify that only club cars, free literature and other non-profit materials be displayed on the club space. Club members will pay a special 3-day admission fee (available only to clubs which enter as a group).

If your club decides to offer trophies for judging events, we'll even put you in touch with our supplier, so that you can take advantage of the quantity discount we receive from the trophy maker.

Think about it! If you have ever planned a large event, you know how much time and money it takes. Well here's an opportunity to let Cars & Parts magazine take care of the location, advertising, motel planning, etc.

Think your club might be interested in holding a regional or national event at Springfield '86? We invite you to call, 1-513-429-5658, or write, and discuss your club's participation in Springfield '86. The dates are May 23, 24, and 25, 1986. It really is as good as it sounds.

Sincerely,

Jim Wirth

Jim Wirth
Event Director

JW/taa

The foregoing letter is more-or-less self-explanatory. The 1985 CARS & PARTS swap meet was perhaps not as much of a success as this letter implies, but in some measure this was due to the meet being held on the same day as other old-car events in Ohio. The date has been changed from June to late May for 1986 to avoid this problem.

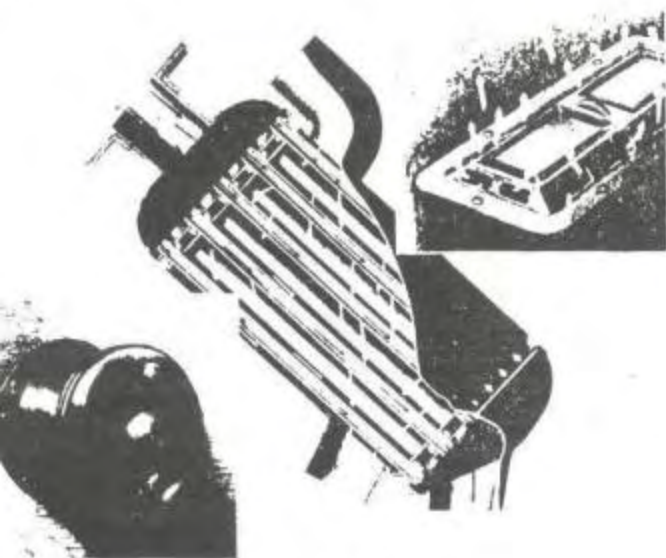
I assume members in the Ohio-Michigan-Indiana, etc. area who wish to for-gather -- with or without cars -- will be planning to do so at the BCA National in Indianapolis. Since that will be only a month after the CARS & PARTS show, I have also assumed there would not be sufficient interest to warrant trying to arrange something for the Springfield event. Likewise, I have assumed we probably could not field enough cars to make a decent showing. It's one thing to whip up 100 Camaros in sufficiently presentable and operable condition, but another thing altogether to field even 20 1937 and 1938 Buicks.

Notwithstanding such assumptions, the opportunity for a Club "event" is there. So:

- (1) If you have any interest in a Club show at the Springfield meet, May 23-25, please let me know promptly.
- (2) If there is sufficient interest, I will require one or more volunteers to work with the CARS & PARTS people in making the necessary arrangements. No matter what the level of interest, no volunteers, no go, 'cause I ain't a gonna do it! (I'm not being ornery, folks; I just can't devote any more time to the Club than I am now.)

Speaking of shows, I received a letter from Glenn Seymour (#345) inviting all of us to participate in the 1986 AACA Special Fall Meet to be held in Lake Placid, New York on September 18-20. There are several special events planned to coincide with the meet, including two "foliage" tours, ski jumps and more. Sounds really great. If you have never visited the Adirondack Mountain region in New York, I can personally attest that you have missed a lot. Write or call Glenn for more info: 8 Cedar St., Potsdam, NY 13767; 315/265-6985.

BUICK HOT AIR HEATERS



DESCRIPTION

Welded steel unit in exhaust line under hood.

Air intake from motor fan blast.

Leak proof front and rear registers.

Uses non-absorbent flexible heat pipes.

NOTE: Not equipped with windshield defroster outlets. For defrosting purposes in Hot Air Heater equipped cars, fan type defroster fan is recommended.

FEATURES

Ample heat for both front and rear and rear passengers.

Circulates fresh air thruout the car.

Reduces frosting and steaming of door, window and windshield glass.

Uses no battery current.

Unusually quiet in operation.

AVAILABILITY

Shipped direct from factory only. Not stocked in G.M.P.D. warehouses.

PRICE—List, not installed

980539—Hot Air Heater 1937-38 "40" front.....	\$18.00
980540—Hot Air Heater 1937-38 "60" front.....	18.00
980541—Hot Air Heater 1937-38 "80-90" front.....	19.50
980542—Rear Register 1937-38 "40-60".....	6.50
980543—Rear Register 1937-38 "80-90".....	7.25

Combination list is as follows:

"40 or 60"—Front and Rear.....	\$24.50
"80 or 90"—Front and Rear.....	26.75

Installation time approximately 5 hours.

1 hour additional for rear register.

An interesting accessory, as pictured in the 1938 Buick Accessory Facts Book. It appears that a heat exchanger was cut into the exhaust head pipe. I assume the registers were placed in the floor, although in front they could have been in the firewall. Any leaks in the heat exchanger could have introduced exhaust gases into the car, which of course is not a good idea. Has any member seen one of these? Does anyone know how well they worked? (Facts Book courtesy of Jeff Morris (#108), Columbus, Ohio.)



CARS FOR SALE



1937 Buick Coupe, \$800.

Gaylord Frantz
24244 Ave. 196
Strathmore, Ca. 93267
209-568-2823

The 1937 Roadmaster with custom Franay body featured last issue is for sale. Expensive.

Dr. Neal Gapoff (#526)
4984 Ranch Road
Tiburon, CA 94920
415/435-0486 home
415/524-2225 ofc.



TECHNICAL TIPS



SILICONE AND GASOLINE DON'T MIX. We probably all remember the "alcohol and gasoline" slogan intended to foster temperate habits. In fact, of course, alcohol and gasoline do mix, and some gasolines now are routinely sold with up to 10% ethanol in them, primarily as an "octane" booster. Silicone gasket material and gasoline, however, most emphatically do not mix, and will cause great trouble if they come together in the wrong place.

NEVER, NEVER USE SILICONE SEALER IN ANY PLACE EXPOSED TO LIQUID GASOLINE!!

How do I know this, you may ask. This time, I'm happy to say, not on the basis of personal experience. I was helping fellow Club member Jeff Morris try to figure out why his car kept running out of gas. We were stumped until Jeff took apart his electric fuel pump and found a blob of silicone sealer inside. Seems he had used the sealer on the tank sending unit. Further investigation revealed that Jeff is not alone in having had this trouble. Famous people -- to name one, the Esteemed Founder of this Club -- have done the same thing, with the same nasty results. If any of that sealer squishes out when you tighten up the little plate on top of the tank, and falls into the tank, it will turn into an oozy mess that is guaranteed to clog anything. Likewise, gas washing up to the top of the tank may in time loosen the seal, with the same results. To test this firsthand, I put two different types of silicone sealer or gasket material into jars with gasoline. One turned into pieces of goo just large enough to clog a screen or filter element and the other into a sort of semi-solid jelly. If you have used silicone sealer on your tank, and have not had trouble yet, I would strongly urge a throw-away clear plastic filter be put into the line close to the tank. There is probably no need to use any sealer with the cork gasket, but if you want to use something, I would suggest the "aviation" gasket cement.

MORE ON GASOLINE. Above, we noted that many gasolines now contain alcohol. This is not limited to the "oddball" or "cut-rate" brands, although they are more likely to contain it. In Ohio, all grades of Union 76 gas have 10% ethanol. Ohio has adopted regulations prohibiting more than 10% ethanol (grain alcohol) or 5% methanol (wood alcohol) and requiring pumps to be labeled. Larger concentrations may be corrosive. If, however, you have applied to the inside of your fuel tank any of the "aircraft-type" sealers commonly used to restore old leaky tanks, it is recommended that no gas containing any alcohol be used. The alcohol may in time dissolve the sealer; the results will be as bad as, or worse than, the silicone results.

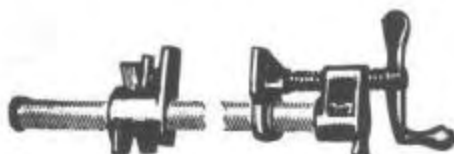




TECHNICAL TIPS



REMOVING BUMPERS. It occurred to me recently that I did something, over a year ago that might rise to the level of a "tip." Having some nice new rubber grommets for the rear bumper brackets to instal, I unbolted the brackets from the frame and pulled bumper and brackets off. The new grommets fit neatly into the holes and I thought: "There's nothing to this." Such thoughts cometh before trouble as surely as pride goeth before a fall. I found that the bumper was slightly "sprung" and, when released from tension, had moved enough toward straightening itself to splay the brackets out too far to go back in. Removing the brackets from the bumper, either one or both of them, did no good. I solved this with something never intended for use on cars, but acquired before I became hopelessly enmeshed in Buick Madness and the production of this rag, and did sensible things like restoring antique furniture. Pipe clamp fixtures. These are gadgets with which one can make a giant clamp by positioning them on a suitable length of 3/4-inch black iron threaded pipe. One fixture has a jaw moved by a screw; this is threaded on one end of the pipe. The other can be positioned anywhere along the pipe's length and will hold under pressure through a simple but ingenious clutch. The whole is positioned over the brackets (attached to the bumper) with the jaws on the outside of each bracket. The screw can then be used to draw the brackets together to the point where they will go into the holes and can be bolted on while the clamp holds them. Had I not had the pipe clamp fixtures, I don't know how I could have done the job. They are not expensive, and you can probably find them in a big, quality hardware store or a woodworker's supply firm. Jorgenson "Pony" is the best. Very, very handy. (Note: they are also made for 1/2-inch pipe, but this size will prove too small and too weak.)



FUEL TANK CORK FLOAT. Paul Culp (#508) tells me that if you buy two Model A Ford gas gauge rebuilding kits from Gaslight Auto Parts, the cork in the kits will be just right for rebuilding the Buick fuel tank sending unit. The kits are cheap enough (\$2.95 each), and you will be left with a few gaskets and two glass lenses that you might be able to dope out a use for. Part no. A-9320-S. Gaslight Auto Parts, Inc., P.O. Box 291, Urbana, Ohio 43078. 513/652-2145.

PENETRATING OIL. Paul Culp also highly recommends a penetrating oil called AEROKROIL (aerosol spray container) or KROIL. This product is said to penetrate spaces as small as one-millionth of an inch and to be used by many major industrial companies. Available only from the manufacturer: Kano Laboratories, 1000 S. Thompson Lane, Nashville, TN 37211. Write for info and prices.





TECHNICAL TIPS



SPARK PLUG WIRES. Having finished rehabilitating a spark plug cover, I decided to make some new wires since the ones I had were the wrong lengths and too stiff. The first thing I learned from this is that modern carbon-fiber cores (e.g. "Aramid") have too much resistance for 1930's six-volt electrical systems. You must use metallic-core wires. These turn out to be semi-hard to find today, and some of them do not suppress static very well or at all. You want a 90-degree bend at the plug end with a rubber boot, so the wire will not short out on the cover.

Such shorting out was something of a problem in the old days. So was induced voltage caused by the wires lying close together under the cover. I expect this is why the covers are scarce now and often missing from unrestored cars. Owners or mechanics gave up and threw them out. Modern insulation and rubber boots solve these problems.

Here are two wire sets that will work:

NAPA Belden 700175
Standard 3802

In the Standard set the plug terminals must be bent, but this is easy to do. In both sets the wires must be cut to length and the distributor terminals installed. I found that the terminals included in the Standard set did not crimp well and I used NAPA terminals. In either case, you will probably need to have the store order the set for you.

Getting the right lengths for a neat appearance with the cover may not be as easy as it looks. Here is my prescription for the correct lengths -- give or take an inch or two -- for a 40-series engine, measured from the top of the plug to the end of the distributor terminal.

<u>Cylinder</u>	<u>Wire Length (in.)</u>
1	25½
2	23
3	19
4	17½
5	14½
6	17½
7	21
8	25

I would err on the side of making them longer, not shorter. (With some extra terminals on hand, you can always shorten a wire.) Since the circuit diagram in the Shop Manuals is not too clear, it helps to make your own picture of what wire goes in what socket in the distributor cap before starting out.





NOW AVAILABLE: 1937-1938

HOOD ORNAMENTS

HUB CAPS

ENGINE PAINT

FABRICS

GOOD ADVICE

PROMPT SERVICE

SYMPATHY (UPON REQUEST)

KING PINS	90 SERIES	\$70/SET
TIMING CHAIN	60-70-80-90 SER.	\$45
EXHAUST MANIFOLD CENTER SECTION	60-80-90 SERIES.	\$160
RUNNING BOARD RADIO ANTENNA INSULATOR ASSEMBLIES, ALL NEW REPRODUCTIONS		\$25/PAIR
CLUTCH & BRAKE PEDAL PADS, BLACK OR BROWN, 40-60 SERIES		\$10/PAIR
"GM" SCRIPT, LOCKING GAS CAP, CHROME		\$30.
"PEEP" SIDE VIEW MIRRORS, AUTHENTIC SCRIPT, FACTORY ACCESSORY. VENT DRIP MOULD MOUNT, \$25/EACH- LEFT OR RIGHT.		\$50/PAIR
ADD 10% SHIPPING EACH ORDER.		



TECHNICAL TIPS



GASKETS. Reprinted below from Volume I, Issue 4 (April 1982) is a list of Fel-Pro gaskets for 40-series cars, plus a few that will fit other series. So far as I know, these numbers are still good and all the gaskets are still made, although it is highly probable your parts man will need to order them. Some I bought recently came from Cleveland, and it took a week or so to get them. This being so, it is prudent to buy two or three while you're at it. They don't cost a lot. If you have trouble, you might write to Fel-Pro for advice as to where to buy them. (Fel-Pro Inc., 7450 North McCormick Blvd., Skokie, IL 60076) I believe they are regularly stocked by one of our advertisers, Bob's Automobilia.

FEL-PRO GASKETS 37-38 BUICKS

Description	Series	F/P Number
Head Set	40 Only	HS7549 B-3
Full Set	40 Only	FS7549 B-2
Intake Set	40 Only	MS8910
Exh. Set	40 Only	LS8938
Fuel Pump Mtg.	40 Only	5181-1
Oil Pan Set	40 Only	OS4038D
Rear Main Set	40 Only	BS3987
Rocker Arm Cvr.	40 Only	VS4035A
Push Rod Set	40 Only	PS4018A
R/Axel Hsg.	All, Ex 90	RDS4012
Diff/Carrier	All	RDS1476
Trans, Std.	40 Only	TS11409
Trans, Std	60-80-90	TS4011





Getting your Bearings



Reprinted below is a portion of United Motors Service Bulletin 2-B-40, Ball and Roller Bearing Data for GM cars and light trucks, 1934-50. This list, which Dave originally printed in Vol. I, Issue 2, and which was furnished by Lauren Matley (#049), gives the part numbers, as of September 1950, for all bearings found in 1937 and 1938 Buicks. By cross-referencing these numbers, a bearing supply firm can find replacements for most or all of these bearings. In some cases the numbers are still in current use. Some members, especially those who live some distance from a major city, may not have access to such a source. Dave Lewis tells me he has found all the bearings he needs at Illinois Bearing Company in Springfield, and that this firm will handle mail or telephone orders. This is not an antique auto business, and you must use the part numbers and explain where you got them.

Illinois Bearing Company
2840 Via Verde
Springfield, IL 62703
217/529-8515

1934-1950 BALL AND ROLLER BEARING DATA COVERING PASSENGER CARS and POPULAR LIGHT TRUCKS

SPECIFICATIONS

Prefixes, Suffixes, Etc.

HYATT: Specify all prefixes and suffixes connected to the bearing number with a Hyphen. RA (Roller Assembly), OR (Outer Race) and IR (Inner Race) are purely descriptive and not a part of the Part Number if NOT connected to the number with a Hyphen.

A.T.B.: "A" or "AT" prefix is a part of the part number—always show when ordering.

TIMKEN®: All prefixes and/or suffixes shown should be specified when ordering.

NEW DEPARTURE: Prefixes and suffixes printed together with bearing size number such as CT30F, H5310A, 3211-62, 47509A4S, etc., indicate size differences from standard. The suffixes shown below indicate variations from standard bearing specifications as shown opposite each:

SUFFIX

L—Loose internal fit-up

T—Tight internal fit-up.

XY1 C (or XY1 A)—Special low speed noise test, "C" slush (or "A" slush).

L1214 A—Etch end play symbol on brg., "L"—loose end play, "A" slush.

X1241 A—No Snap Ring, "X"—standard internal fit-up, "A" slush.

X1250 A } {No Snap Ring, special noise test. } A combination of
L1250 A } {"L"—loose internal fit-up. } 1241 and 1270

X1270 A—Special test for smoothness and quietness.

X1332 A—Special limits on Snap Ring O. D. and location.

T1352 A—Special width tolerances and special noise test.

T1419 A—Special test for quietness and runout tolerance.

X1425 C—Brass sling on long end of shaft.

S1448 —Special end play tolerance, "C" slush 1/4 full, and extra quiet.

X1448 G—Special tolerance long shaft length, shafts Cadmium plated.

X1488 C—Special min. limit on cone stickout beyond seal.

S1581 C—Special end play, special cone stickout limit, "C" slush.

X1756 A—Special noise test, special limits on O. D. and dimension from face of cup to far side of Snap Ring.

EXAMPLE: 47106 X1241 A is without Snap Ring—it is OK to substitute a standard 47106 if Snap Ring is removed and mechanic told to "Use Old Snap Ring." (Same true of "1250").



Continued



1937-39—Series 40

* *CUTER COMPLETE COIL # 909067*

	Compl. Brg.	Cone	Cup	Retainer
Frt. Wheel—Inner—	ND 909042	909542	909602	909702
* Outer—	ND 909001	909501	909601	909701
Fan & Waterpump—To Engine No. 4-3535259—				ND 885157
—After Engine No. 4-3535259—				ND 885156
Generator—Drive End—	ND 3203	S1446		
Steering Gear—Upr. & Lwr.				
—1937—TIM Cone 5BC, Cup 6S				
—1938-39—TIM Cone 11BC, Cup 14CE				
Steering Knuckle—Upper & Lower—	ATB A-373			
Clutch—Pilot—1937—	ND 7109			
—1938-39—HY 99004				
—Throwout—1937—	ND CT30F			
—1938—	ND CT24A			
—1939—	ND CT24B			

TRANSMISSION:

Driveshaft—Rear—ND 47507 X1250 A
Mainshaft—Front (Pocket)—1937-38—HY 7450057 (a)
—1939—HY 7450059 (b)
—Rear—ND 3206 X1270 A
Propeller Shaft—1939—HY RA, OR, IR: 99037, 4846, 30047

TRANSMISSION—AUTOMATIC—Opt. on 1938

Front—ND 447106
Rear—ND 3207
Steel Balls—(9-11/32")—ND 6507

REAR AXLE:

Pinion—Front—1937-38—ND 5126 T
—1939—ND 5606 T
—Rear—HY C-1506
Diff.—R.H. & L.H.—1937—II ND 0113
—II HY KB-11445-Z
—1938-39—HY KA-11445-Z
Rear Wheel—HY C-1502, 1R-1502

1937-39—Series 60

	Compl. Brg.	Cone	Cup	Retainer
Frt. Wheel—Inner—	ND	909542	909602	909702
—Outer—	ND 909001	909501	909601	909701
Fan & Waterpump—To Engine No. 3524449—				ND 885157
—After Engine No. 3524449—				ND 885156
Generator—Drive End—	ND 3203	S1446		
Steering Gear—Upr. & Lwr.				
—1937—TIM Cone 5BC, Cup 6S				
—1938-39—TIM Cone 11BC, Cup 14CE				
Steering Knuckle—Upper & Lower—	ATB A-373			
Clutch—Pilot—1937-38—	ND 7109			
—1939—HY 99004				
—Throwout—1937—	ND CT30F			
—1938-39—	ND CT24A			

TRANSMISSION:

Driveshaft—Rear—ND 47507 X1250 A
Mainshaft—Front (Pocket)—1937-38—HY 7450057 (a)
—1939—HY 7450059 (b)
—Rear—1937-38—ND 43306 X1270 A
—1939—ND 3206 X1270 A
Propeller Shaft—1939—HY RA, OR, IR: 99037, 4846, 30047

(a) Package of 14 Rollers.

(b) Package of 14 Rollers.

†Note: If change is made from Original Equipment (ND), both Differential Bearings must be replaced.



Continued



Buick—Cont'd

REAR AXLE:

Pinion—Front—1937-38—ND 5126 T
—1939—ND 5606 T
—Rear—HY C-1506
Diff.—R.H. & L.H.—1937—II ND 0113
†—II HY KB-11445-Z
—1938-39—HY KA-11445-Z
Rear Wheel—HY C-1502, IR-1502



1937-39—Series 80

	Compl. Brg.	Cone	Cup	Retainer
Frt. Wheel—Inner	ND 909026	909526	909626	909726
—Outer	ND	909535	909635	909735
Fan & Waterpump	1937-38—ND 885157			
	—1939—ND 885156			
Generator—Drive End	ND 3203 S1446			
Steering Gear—Upper & Lower	TIM Cone 31BC, Cup 32C			
Steering Bell Crank—(2)	ND 924			
Steering Knuckle—Upper & Lower	ATB A-867			
Clutch—Pilot	1937-38—ND 7109			
	—1939—HY 99004			
—Throwout	1937—ND CT30F			
	—1938-39—ND CT24A			

TRANSMISSION:

Driveshaft—Rear—ND 47507 X1250 A
Mainshaft—Front (Pocket)—HY 7450059 (b)
—Rear—ND 43306 X1270 A
Propeller Shaft—1939—HY RA, OR, IR: 99037, 4846, 30047

REAR AXLE:

Pinion—Front—ND 5307 T
—Rear—HY C-1507
Diff.—R.H. & L.H.—1937—II ND 0110
†—II HY KA-11630-Z
—1938-39—HY KA-11630-Z
Rear Wheel—HY C-1508, IR-1508

1940—Series 80

1937-40—Series 90

	Compl. Brg.	Cone	Cup	Retainer
Frt. Wheel—Inner	ND	909528	909628	909728
—Outer	ND	909527	909627	909727
Fan & Waterpump	1937-38—ND 885157			
	—1939-40—ND 885156			
Generator—Drive End	ND 3203 S1446			
Steering Gear—Upper & Lower	TIM Cone 31BC, Cup 32C			
Steering Bell Crank—(2)	924			
Steering Knuckle—Upper & Lower	ATB A-867			
Clutch—Pilot	1937-38 & 1940—ND 7109			
	—1939—HY 99004			
—Throwout	1937—ND CT30F			
	—1938-40—ND CT24A			

TRANSMISSION:

Driveshaft—Rear—ND 47507 X1250 A
Mainshaft—Front (Pocket)—HY 7450059 (b)
—Rear—ND 43306 X1270 A
Propeller Shaft—1939—HY RA, OR, IR: 99037, 4846, 30047

REAR AXLE:

Pinion—Front—1937-39—ND 5307 T; 1940 ND 5607 T1419 A
—Rear—HY C-1507
Diff.—R.H. & L.H.—1937—II ND 0110
†—II HY KA-11630-Z
—1938-40—HY KA-11630-Z
Rear Wheel—HY C-1508, IR-1508



Right, Left or Anarchy ?

After seeing pictures of, and reading about, several cars owned by our members in various far-flung corners of the world, all of which cars seemed to have right-hand drive, I became both curious and confused about who drives on the left and who on the right. I sent a note to Ed Doucette in the Philippines asking about this. Below is Ed's reply, which reveals that the business is even more complicated than I had thought.

Dear Bill:

Sorry for the delay in answering your letter, but I have been up to my shorts in alligators, if you know what I mean.

Driving in various countries in Asia can get confusing. The basic rule of thumb is: if it was previously an English colony at one time or another, you drive on the left; if the colonizing country was of the European mainland (France, Germany, Netherlands, etc.) you drive on the right. Philippine driving laws basically follow the U.S.A. The non-colonized countries Japan and Thailand (Siam) drive on the left, but Japan's oldest colony, Korea, drives on the right. Additionally, Taiwan (so-called "Nationalist China") drives on the right; mainland China (People's Republic of China) is a mystery to me as I have not yet been there.

The most chaotic driving in my experience is here in the Philippines or in Thailand. It is every man for himself. Both countries practice total anarchy on the road!

My car, like many G.M. export cars prior to World War II, was shipped with right-hand drive. Most Buicks that were shipped to Australia appear to have been chassis, engine and running gear only, with bodies by Holden installed in Australia. My car is a Fisher-bodied car. It might be interesting to find out how many of our '37/'38 Buicks with right-hand drive are Holden, Fisher, or possibly McLaughlin of Canada. Here in the Philippines, I have a 1935 Chevrolet Master RHD with Fisher body. I have also found two '38 Oldsmobiles and two '39 Buicks, all with RHD and Fisher bodies. All of the '38/'39 cars that I have seen here with RHD also have kilometric speedometer faces.

It would seem that all Buick export cars were made with both right-hand drive and kilometric speedometers. If you think about it, this doesn't make much sense, because in the countries where most such cars would likely have gone -- British Empire and Europe -- one or the other would have been wrong: the British measured distance in miles but drove on the left, whereas the French, Germans, etc. used kilometers but drove on the right.



FIVE-PASSENGER TWO-DOOR SEDAN

Decal Sale!

There are perhaps 200 Club decals left out of the original run. These were made by Angelus Pacific Company in California, a leading supplier of custom decals to clubs, universities, etc. The lettering is very sharp and they are easy to apply, either to the inside of a glass window or to any smooth surface. The original cost of manufacture has been recovered, so all proceeds from their sale go to the Club. Order several from the Editor, while you're thinking about it and before you forget. Actual size shown.



\$1.00 each postpaid;
3 for \$2; 6 for \$4;
8 for \$5; 10 for \$6.

ANY QUESTIONS?

There are almost 300 members in this Club, and it seems little short of amazing that there is nothing that anyone would like to know. Or is there? Seek and ye shall find.

DAVE LEWIS
RESTORATION



Detailed Restoration And Parts For
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703
217-529-5290

VULCANIZED WINDSHIELD WEATHERSTRIPPING

- C-566 1937 Series 90 \$40/each
- B-250 1937-38 Series 40, 60, exc convertible \$44/each
- C-601 1937-38 Series 40, 60 convt \$39/each
- C-159 1937-38 Gasket, windshield centerpost molding, inner and outer, acts as retainer for chrome molding, threaded for original screws, many models, \$19.00/each.

VENT WINDOW WEATHERSTRIP, FRONT DOOR

- C-38-A 1937 styles 4829 \$53/pr.
- C-38-H 1937 Ser. 80, 90 exc conv \$53/pr.
- C-38-E 1937-38 Series 40, 60 exc \$48/pr. convt
- C-38-G 1937-38 Series 40, 60 \$53/pr. convt
- C-38-C 1938 Series 80, 90 convt \$58/pr.
- C-38-Q 1938 Series 80, 90 exc \$53/pr. convt

QUARTER WINDOW VENT W/STRIP

- C-38-S 1937 Models 90, 90L, 91 \$69/pr.
- C-38-AD 1937 Models 81, 81F \$58/pr.
- C-38-Z 1937-38 Models 41, 61 \$58/pr.
- C-38-BJ 1937-38 Models 47, 67, 2 pcs, splicing required \$64/pr.
- C-38-CC 1938 Series 90 **NEW** \$96/pr.

VULCANIZED REAR WINDOW WEATHERSTRIP

- C-579 1937 Series 80, 90 exc convt \$39/each
- B-206 1937-38 Styles 4411, 19, 27, 27B; 4611, 19, 27 \$44/pair
- B-287 1937 Styles 4401, 09, 4601, 09 \$44/pair
1937 Styles 4409, 4609
- B-323 1938 Series 80, 90 exc conv \$58/pair

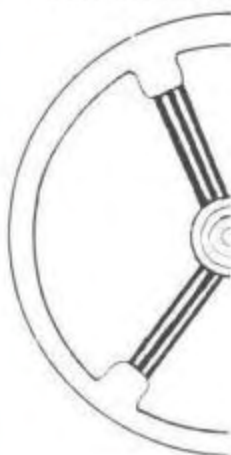
TOLL FREE ORDER NUMBER

1-800-544-8665

For Information or Order Status 1-704-483-9343

LYNN H. STEELE1601 Hwy 150 East
Denver, NC 28037**STEERING WHEELS**

Beautifully recast to your orig. center.
Mold and color from N.O.S.
Center Plastic also available.



Send \$2.00,
brochure and color print to:
(please state year)

J.B. Donaldson Co.

701 N. 22nd Ave.

Phoenix, Arizona 85009

(602) 257-0521

Support Our ADVERTISERS

1927
TO
1953

WIRING HARNESSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M.: WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS. BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS. OPTIONS UPON REQUEST.

ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION* \$2.00



BOX 435
WAYNE, PA. 19087



PARTS WANTED



WANTED

Complete dual sidemount setup
for '38 Century model 61.
Horn ring with related parts
under button to make functional.

BOB COTANT (#564)
7203 Whispering Pines Dr.
Shreveport, LA 71129
318/688-1250

WANTED TO TRADE

Will trade one mahogany 1937
Steering wheel.
Need 1937 jack & handle; lug
wrench.

SAL BIAGINI (#566)
91-59 111th St.
Richmond Hill, NY 11418
718/847-5869



PARTS FOR SALE



FOR SALE: I have miscellaneous 1938 parts, including head &
tail light lenses, hubcaps, radio, horn ring, clock, grille
guard, half of a grille, and others.

Dr. Gordon Hopkins
11522 Bustleton Ave.
Philadelphia, PA 19116
215/677-4404



THIS SPACE AVAILABLE FREE, BUT

WE NEED YOUR ADS TO FILL IT

CLUB ROSTER - Part 2

ALABAMA

Roberts, W. #346

ALASKA

Coulter, R. #348

ARIZONA

Marshall, G. #082
McCaslin, L. #088
Moore, J. #264
Vivian, B. #174

ARKANSAS

Boyd, B. #420

CALIFORNIA

Brakke, L. #455
Bverley, D. #518
Calvert, E. #454
Cavanaugh, R. #103
Corliss, J. #279
Croll, D. #445
Cudmore, R. #460
Ferris, P. #463
Flack, J. #449
GaPoff, N. #526
Gerberick, G. #136
Holt, J. #541
Hosanna, W. #496
Jackson, D. #505
Jones, D. #297
Knoebel, J. #522
Madison, H. #476
Malone, R. #396
Marshall, G. #148
McCune, L. #308
Micheletti, D. #250
Minvielle, R. #502
Moser, K. #516
O'Leno, R. #501
Pease, R. #527
Reynolds, J. #061
Richter, B. #421
Ross, B. #128
Schock, K. #536
Smith, B. #419
Smith, G. #092
Sutton, H. #004
VanKoten, C. #388
Vanyek, R. #173
Vos9anian, M. #447
Waggoner, D. #010
Wallace, J. #283
Weatherly, R. #404
Weinstein, S. #532
Wilbrand, A. #056
Woolsey, J. #545

COLORADO

Glass, H. #111
Long, L. #011
McRoberts, E. #060
Schultz, P. #443
Tyler, J. #227

CONNECTICUT

Arbini, J. #359
Breen, J. #533
Gentile, T. #130
McKeand, J. #055
Rossi, S. #520
Vaillancourt, H. #440

DISTRICT OF COLUMBIA

Jekofsky, C. #524

FLORIDA

Dawson, R. #504
Feil, N. #271
Schwartz, S. #170
Zimmerman, P. #217

GEORGIA

Gilmer, E. #472
Hair, J. #549
Malone, J. #467
Natale, T. #188

HAWAII

Trombetta, M. #307

ILLINOIS

Betka, H. #414
Cornwell, T. #293
Gust, D. #043
Hass, F. #072
Hall, J. #226
Huber, M. #190
Jacobson, B. #001
Kuebler, J. #233
Lewis, D. #237
Monterman, R. #486
Moorhead, H. #031
Ramsby, R. #212
Schlueter, C. #095
Siatta, D. #511
Stigler, R. #432

INDIANA

Bieber, J. #431
Renie, M. #413
Steed, J. #132

IOWA

Ash, C. #500
Geer, J. #133
Patterson, H. #300

KANSAS

Moorman, P. #156

KENTUCKY

Woodring, J. #448

LOUISIANA

Evans, J. #142
Montgomery, R. #061

MAINE

Lee, J. #274

MARYLAND

Bylsma, D. #117
Childs, J. #022
Cranford, G. #202
Hollar, R. #510
TerPeluk, P. #519

MASSACHUSETTS

Cooke, D. #548
DerMarderosian, R. #260
Goldblatt, R. #535
Huegel, K. #325
Landry, G. #263
Riddick, R. #506

MICHIGAN

Bowerman, J. #531
Campbell, J. #134
Castelli, B. #530
Cimarosti, R. #512
Faucett, J. #242
Goodman, J. #477
Lawson, R. #016
McLaughlin, D. #466
Morris, L. #543
Mullenix, J. #436
Peterson, H. #012
Rhynard, M. #327
Winhoven, F. #406

MISSOURI

Giordano, J. #333

MONTANA

Allen, G. #165

NEW HAMPSHIRE

Moody, E. #316
Slassir, E. #005

NEW JERSEY

Adler, M. #104
Cusano, P. #052
DePouli, E. #310
DiPasquale, P. #352
Eagleson, M. #397

Kasakian, J. #026
McMichael, A. #319
Sauers, J. #386
Schaffer, R. #538
Sommers, A. #464

NEW MEXICO

Buteau, R. #015

NEW YORK

Ackerman, C. #032
Alderisio, R. #157
Bellon, D. #002
Bennett, G. #161
Cary, W. #475
DeClario, S. #059
Farano, R. #276
Geier, T. #185
Karpinski, A. #063
Lockwood, R. #184
Root, J. #422
Seymour, G. #345
Stein, B. #391
Wadlar, M. #521
Wilson, G. #403

NORTH CAROLINA

Beaman, J. #262
Elliot, W. #412
Tyson, C. #497

OHIO

Boyer, J. #435
Chuppa, J. #196
Dakin, P. #018
Dennis, H. #495
Greek, D. #462
Hoffman, C. #546
Jones, R. #216
Klavara, A. #498
Middleton, L. #069
Morris, J. #108
Olson, W. #427
Pavlik, A. #062
Preslan, C. #461
Schick, B. #102
Sybo, H. #229
Tako, J. #471
Wildt, L. #245
Wilson, R. #539

OKLAHOMA

Smith, J. #465

OREGON

Berdan, B. #368
Nelson, D. #051
Nelson, M. #370
Pipkin, B. #076

(CONT.)

PENNSYLVANIA

Culp, P. #508
DiPietro, J. #550
Gordon, J. #204
KirkPatrick, R. #241
Kubacki, T. #045
Little, P. #100
Misjuns, D. #473
O'Connor, J. #534
Stephenson, L. #019
Yokel, D. #075
Zimmerman, M. #377

RHODE ISLAND

Monti, P. #090

TENNESSEE

Lusby, B. #544

TEXAS

Harris, J. #213
Scudder, M. #437
Wingwood, C. #459

UTAH

Mont Mahoney, C. #162
Peck, S. #318

VERMONT

Parisi, M. #442

VIRGINIA

Anderson, K. #047
Brooks, A. #233
Burnett, C. #434
CasaBianca, A. #542
Howitt, R. #028
Wall, E. #547

WASHINGTON

Barton, J. #281
Hamilton, B. #394
Hopley, J. #044
Ladderud, K. #163
Matley, L. #049
Rode, W. #244
Wassall, J. #446
Watson, M. #048
Wolford, D. #168

WISCONSIN

Holl, D. #529
Howell, J. #537

WYOMING

McKee, J. #433

CANADA

Armstrong, D. #205 Ontario
Botham, L. #387 Ontario
Lent, A. #490 Ontario
MacDonald, R. #540 Ontario
Mandville, G. #405 Newfoundland
McConnell, R. #484 Ontario
Moore, D. #158 British Columbia
Parkes, R. #169 British Columbia
Shepherd, J. #138 British Columbia
Windt, A. #424 British Columbia

AFRICA

Haggland, J. #299

AUSTRALIA

Beagle, J. #278
Davies, D. #444
Whiting, M. #381
Woods, R. #528

PHILLIPINES

Doucette, E. #220



1937 BUICKS

40C

Feil, N. #271
Matley, L. #049

41

Adler, M. #104
Alderisio, R. #157
Backer, C. #468
Beaman, J. #262
Bieber, J. #431
Campbell, J. #134
Cary, W. #475
Croll, D. #445
Dakin, P. #018
Evans, J. #142
Gentile, T. #130
Haas, F. #072
Hair, J. #549
Holl, D. #529
Hopley, J. #044
Howitt, R. #028
Huegel, K. #325
KarPinski, A. #063
Lewis, D. #237
McKee, J. #433
Moser, K. #516
Peck, S. #318
Root, J. #422

Rossi, S. #520
Schick, B. #102
Schlueter, C. #095
Smith, J. #465
Tyler, J. #227
Tyson, C. #497
Wolford, D. #168
Zimmerman, M. #377

44

Bennett, G. #161
Stein, B. #391

46

Allen, G. #165
Barton, J. #281
Coulter, R. #340
Flack, J. #449
Ladderud, K. #163
Malone, J. #467
McRoberts, E. #060
Yokel, D. #075

46C

Anderson, K. #047
Arbini, J. #359
Barton, J. #281
Bennett, G. #161
Parisi, M. #442
Schultz, P. #443
Vivian, B. #174

46S

Howell, J. #537
Marshall, G. #148
Smith, B. #419
Wallace, J. #283

47

Bellon, D. #002
Bennett, G. #161
Byerley, O. #518
Klavora, A. #498
Kuebler, J. #233
O'Connor, J. #534
Olson, W. #427
Rennie, M. #413
Ross, B. #128
Sauers, J. (2) #386
Schock, K. #536
Sybo, H. #229
Tako, J. #471

4819

Lent, A. #490

40*

Dennis, H. #495
Monti, P. #090
Glassir, E. #005
Windt, A. #424

60C

Sauers, J. #386
Shepherd, J. #138

61

Burnett, C. #434
Lockwood, R. #184
VanKoten, C. #388
Wall, E. #547
Wilson, R. #539

66C

Lockwood, R. #184
Long, L. #011
McCaslin, L. #088
Steed, J. #132

66S

Ackerman, C. #032
Lockwood, R. #184
McCaslin, L. #088
Peterson, H. #012

67

Gordon, J. #204

68

Culp, P. #508
Glass, H. #111
Hall, J. #226

60*

Woods, R. #528

80C

Eagleson, M. #397
Moore, J. #264
Nelson, M. #370
VanKolen, C. #388

81

Brakke, L. #455
Davies, D. #444
Lee, J. #274
Preslan, C. #461
Richter, B. #421
Savers, J. #386

81F

Gentile, T. #130
Savers, J. #386
Trombetta, M. #387

80 Towncar

GaPoff, N. #526

80*

Breen, J. #533
Morris, L. #543

90

Winwood, C. #459

90L

Holt, J. #541
Lockwood, R. #184

91

Cavanaugh, R. #103
Corliss, J. #279
Jones, D. #297
Knoebel, J. #522

91F

Corliss, J. #279

End of
1937

1938 BUICKS

40C

Cusano, P. #052
Feil, N. #271
Goldblatt, R. #535
Sommers, R. #464

41

Ash, C. #500
Beagle, J. #278
Betka, H. #414
Boyer, J. #435
Brooks, R. #233
Campbell, J. (2) #134
Castelli, B. #530
Cimarosti, R. #512
Cooke, D. #548
Cornwall, T. #293
Davies, D. #444
DeClario, S. #059
Doucette, E. #220
Ferris, P. #463
Haggland, J. #299
Hamilton, B. #394
Harris, J. #213
Jones, R. #216
Kasakian, J. #026
Madison, H. #476
McConnell, R. #484
McKeand, J. #055
Monterman, R. #406
Moorhead, H. #031
Moorman, P. #156
Morris, J. (2) #108
Natale, T. #188
O'Leno, R. #501
Patterson, H. #300
Pease, R. #527
Ramsey, R. #212
Reynolds, J. #061
Roberts, W. #346
Schaffer, R. #538
Scudder, M. #437
Smith, J. #465
TerPeluk, P. #519
Trombetta, M. #307
Vaillancourt, H. #440
Vosganian, M. #447
Woodring, J. #448

44

Calvert, E. #454
Gilmer, E. #472
Pease, R. #527
Waggoner, D. #010

4419

Armstrong, D. #205
Parkes, R. #169

45

Lee, J. #274
Montgomery, R. #081
Pavlik, A. #062
Smith, G. #092
Stephenson, L. #019
Sutton, H. #004

45C

Arbini, J. #359
Botham, L. #387
Cusano, P. #052
Greer, J. #133
Haggland, J. #299
Lee, J. #274
Malone, J. #467
Marshall, G. #082
Micheletti, D. #250
Shepherd, J. #138
Wildt, L. #245

45S

Bowerman, J. #531
Chuppa, J. #196
Dawson, R. #504
Haggland, J. #299
Hollar, R. #510
Jacobson, B. #001
KirkPatrick, R. #241
Landry, E. #263
Lusby, B. #544
Malone, R. #396
Moore, D. #158
Mooris, J. #108
Weatherly, R. #404
Whiting, M. #381

47

Glass, H. #111
Misjuns, O. #473

40*

Boyd, B. #420
Geier, T. #185
Goodman, J. #477
Hosanna, W. #496
Jackson, D. #505
Monti, P. #090
Moody, E. #316
Wilson, G. #403
Zimmerman, P. #217

60C

Childs, J. #022

61

Culp, P. #508
Faucett, J. #242
Giordano, J. #333
Kubacki, T. #045
Lee, J. #274
McMichael, R. #319
Mullenix, J. #436
Rhynard, M. #327
Rode, W. #244

66C

Bylsma, D. #117
Giordano, J. #333
Huber, M. #190
Siatta, D. #511
Stigler, R. #432
Winhoven, F. #406

66S

Farano, P. #276
Gust, D. #043
Hoffman, C. #546
Hopley, J. #044
Nelson, D. #051
Vaillancourt, H. #440
Watson, M. #048

67

Faucett, J. #242
Hendville, G. #485
Pipkin, B. #076

60*

Elliot, W. #412
Minvielle, R. #502
Mont Mahoney, C. #162
Wadlar, M. #521
Woolsey, J. #545

80C

DePouli, E. #310

81

DePouli, E. #310
Faucett, J. #242
Micheletti, D. #250

80*

DiPasquale, P. #352
Evans, J. #142
Wadlar, M. #521

90L

Lawson, R. (2) #016
Schwartz, S. #170
Seymour, G. #345

90

Boyd, B. #420
Cranford, G. #202
Greek, D. #462
MacDonald, R. #540NOTE: 40*, 60*,
80*, 90* means
model number not
specified, only
series.THANKS AGAIN,
MIKE!

